

Harbor Safety Committee

of the San Francisco Bay Region

Mandated by the California Oil Spill Prevention and Response Act of 1990

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, July 14, 2022

Remote Meeting Via Zoom

10 Commodore Drive, Emeryville, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:00.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman** (A) Bay Conservation and Development Commission; **Capt. Jordan Baldueza** (A), United States Coast Guard; **John Berge** (M), Pacific Merchant Shipping Association; **John Fadeeff** (M), Chevron Shipping Company; **Jeff Ferguson** (M), NOAA; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Jim Haussener** (M), CMANC; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Jessica Vargas** (A), US Army Corps of Engineers; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the June 9, 2022, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. In-person HSC meetings will resume in September. Remote access via Zoom will be provided.

Coast Guard Report- Capt. Jordan Baldueza

- USCG Subchapter M regulations are going into effect requiring towing vessels to have a certificate of inspection in order to continue operating.
- USCG District 11 issued MSIB 01-22 on July 1st regarding a potential safety issue with Imperial Immersion Suits.
- The USCG is considering removal of the SF Sea Buoy racon. The Sea Buoy's position is marked as a virtual AIS ATON. Feedback is welcome. A Local Notice to Mariners will be issued.

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- Removal of the grounded vessel America Challenger is ongoing under Unified Command and the vessel is being monitored. Rigging is complete and the vessel is in the process of being moved onto shore.
- The USCG has completed the Port State Grant Program Field Review. Nine grant packages were considered and are now being reviewed by FEMA with awards expected in August.
- LT William Harris read from the June- 2022 Prevention/Response Report (attached).
- Richard James, Coastodian.org, asked about the fishing vessel Sea Star grounding. Capt. Baldueza advised that the investigation is still ongoing, and information will be provided when complete.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The FY22 dredging program is underway and most bids have been awarded. The hopper dredge Essayons has departed after dredging the Main Ship Channel, Bulls Head Channel, and the Richmond Outer Harbor. Debris removal for June was below average and included one abandoned vessel. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Applications for vacant HSC membership positions are welcome and expiring HSC members are encouraged to reapply. A vacancy announcement will be distributed.
- Mike Zamora, OSPR, will be taking over as the SF HSC OSPR representative. Contact: michael.zamora@wildlife.ca.gov
- Jim Haussener, CMANC, was sworn in as a new HSC member.

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for July 2022 (attached). Raster charts continue to be phased out in favor of ENCs. The NOAA Marine Debris Program is offering a national grant funding opportunity for the removal of marine debris including abandoned vessels. The NWS predicts normal seasonal weather patterns.

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State Lands Commission Report- Robert Booker (report attached)

- Capt. Korwatch asked about compliance with invasive species regulations. Robert Booker advised that ballast water violation data will be provided on the next SLC HSC report. John Berge advised that the 2021 State Lands Marine Invasive Species Program Biennial Report is available:
<https://slcprdwordpressstorage.blob.core.windows.net/wordpressdata/2021/01/MISPBiennial-2021.pdf>
- Ben Eichenberg, Baykeeper, asked about a reported one-gallon oil spill. Robert Booker advised that the spill was from a static pipeline that was visually inspected and found to be leaking.

Report on the AERAS Emissions Capture System – Clay Sandidge, AERAS Technologies

- Clay Sandidge, AERAS Technologies, gave a presentation to the committee on the AERAS Emissions Capture System (slides attached). The system is being used in LA/LGB and planning is underway to bring the system to the Port of Oakland in 2023. Container ship diesel engines emit pollution including particulate matter and nitrogen oxides. New CARB regulations have been put in place which will require container vessels to use shore power when at berth or an alternate CARB approved emissions reduction technology. The CARB regulations go into effect for additional types of vessels including tankers in 2025 and 2027. The AREAS system is barge based. The barge docks beside a vessel at berth and attaches to the ship's stacks. Engine exhaust is captured and run through a large catalytic converter reducing emissions by over 90 percent. There is significant interest in the technology from other states and internationally.
- John Berge asked about other companies working on similar technology. Clay Sandidge advised that several companies are developing independent emissions capture systems including Green Port Solutions. Competition is welcome.

Work Group Reports-

Tug Work Group- Nothing to report.

Navigation Work Group- Capt. Paul Ruff: The removal of the SF Sea Buoy racon has been proposed and feedback is welcome. Plans are also being made to discontinue the Ports Voice phone service. Capt. Korwatch asked if recreational boaters use the Sea Buoy racon. Capt. Ruff advised that it is mainly used by pilots and ship captains in rough seas. Potential virtual AIS spoofing is a concern and the Bar Pilots support keeping the racon in place. There are other racons in the region including on the Bay Bridge.

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Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Julian Rose: Marathon recently sent a letter to the USCG requesting emergency dredging of Pinole Shoal Channel. The USCG replied to the letter and denied the emergency dredging request. The USCG issued a Notice to Mariners about Pinole Shoal Channel shoaling, but details are lacking. The Bar Pilots have expressed support for emergency dredging. Capt. Balduenza advised that the USCG determined that emergency dredging is not needed for Pinole Shoal Channel at this time. Julian Rose advised that shoaling is not static and is continuing to progress. The USCG plan calls for continued monitoring and to accelerate planned dredging, but no mitigation is provided. Capt. Balduenza advised that an appeals process is available and the USCG will continue to participate in Work Group meetings on the issue. Capt. Korwatch suggested holding additional Work Group meetings before the HSC votes to endorse Marathon's letter requesting emergency dredging. Vessels transiting the channel need accurate depth information. Julian Rose advised of issues with Pinole Shoal Channel depth information on NOAA charts. Only the controlling depth is provided which is not guaranteed. Pinole Shoal Channel should be a two-way channel but is not fully usable due to shoaling. Ben Eichenberg advised that Baykeeper supports emergency dredging and HSC action to endorse Marathon's letter. Safety is the first priority

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Scott Grindy advised that BAMO meetings are being held regularly. Fleet Week planning is underway. Capt. Korwatch advised that the SF Fire Department has requested a list of local marinas contact information. Scott Grindy advised that the contact list is being updated and can be provided.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are still offline due to shore station equipment issues. Repairs are ongoing and new equipment will be installed. PORTS visibility sensors have required more frequent cleaning than usual. The Port Chicago Tide Station will be inspected for a possible obstruction under the tide gauge. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

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Public Comment-

- Susan Ransom, SSA, advised of concerns about Oakland Turning Basin navigational safety regarding the Howard Terminal Ballpark Project. An increase in the number of small watercrafts in the turning basin is a significant safety issue. Capt. Korwatch advised that the HSC is involved with the issue and will follow up.
- Joy Hall, Polar Tankers, announced hiring for entry level positions.
- Jim Hausener advised of Ayala Cove dredging. There has been an increase in ferry traffic stressing VTS resources and operational changes are being considered. LCDR Alex Miller, USCG, advised that VTS would like to schedule a Ferry Operations Work Group meeting to discuss ferry routes.
- Stas Margaronis advised that the Propeller Club is involved with the Oakland Turning Basin safety issue. A conference on storm flooding and sea level rise will be held on November 9th.

Old Business- None

New Business-

- Capt. Korwatch advised that Capt. Ruff will schedule a Navigation Work Group meeting on the Howard Terminal Ballpark Project / Oakland Turning Basins issue.
- Capt. Korwatch advised that there will not be an August HSC meeting.

Next Meeting-

1000-1200, September 8, 2022

California Maritime Academy, Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:33.

Respectfully submitted:

Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUNE 2022)**MARINE CASUALTIES**

Loss of Propulsion (02JUN2022): A U.S. flagged small passenger vessel experienced a loss of RPM's on their main port engine while approaching the San Francisco Ferry Building. Passengers were offloaded and the vessel was taken out of service for repair of the main engine fuel pump. Coast Guard witnessed satisfactory sea trial and successful replacement of the port fuel pump. LOP was not attributed to fuel switching. Case closed.

Collision (03JUN2022): A U.S. flagged small passenger vessel experienced a collision with a sailing vessel while underway in the vicinity of Gashouse Cove in San Francisco. The vessel thought the sailing vessel was taking their stern but wound up colliding with the starboard quarter of the small passenger vessel. Both vessels were damaged and the operator of the sailing vessel was transported by local EMS due to injuries. No structural damage to the vessel's water-tight integrity was found during a subsequent inspection. Case closed.

Loss of Propulsion (08JUN2022): A foreign flagged chemical tankship experienced a loss of propulsion while getting underway from Anchorage 9. Vessel reported that they raised anchor and attempted to start the main engine with negative results on multiple tries. Vessel will remain at anchorage to troubleshoot and effect repairs. Case pends.

Loss of Propulsion (11JUN2022): A foreign flagged containership experienced a loss of propulsion while mooring in Oakland, CA. The vessel was unable to immediately respond to an astern bell given by the pilot onboard. Vessel reported that main engine fuel rail pressure dropped, limiting maneuvering while mooring. A technician found that an end flange and lip seal for the intermediate fuel accumulator had corrosion damage. Class and Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.

Allision (14JUN2022): A U.S. flagged tug and barge reported a collision with the Fruitvale Ave. Rail Bridge in Alameda, CA. The vessel sustained no damage, however, a crane onboard the barge allided with the bridge. The vessel anchored to make repairs to the crane. Case closed.

Loss of power (16JUN2022): A U.S. flagged passenger ferry experienced a loss of house power while moored at Alcatraz Island. The No. 1 generator failed while the vessel was offloading passengers and the vessel switched to No. 2 generator in order to transit back to Pier 33. The cause was determined to be a faulty fuel filter sensor, which was immediately replaced. The vessel reported satisfactory operation of the No. 1 generator. No other issues reported. Case closed.

Allision (16JUN2022): A U.S. flagged small passenger vessel experienced an allision with the pier while mooring at Pier 33 in San Francisco, CA. The peak flood and positional angle of the dock past the seawall caused the vessel to allide with the dock. The bow sustained damage just above the waterline but reported no water intrusion. The vessel made temporary repairs and sailed vessel to Richmond for full repair. Coast Guard attended the vessel and witnessed satisfactory repairs made to the hull. Case closed.

Loss of Propulsion (16JUN2022): A U.S. flagged small passenger vessel reported a loss of propulsion from #3 starboard engine while transiting through the Alameda Estuary. Vessel slowed to allow a tug and barge to pass, and the Starboard engine failed to respond while attempting to come back up. The engine was secured and the vessel arrived at berth on the other two engines. No passengers were onboard during the incident. The vessel conducted repairs, replaced the blowers and reported that the vessel is operating normally. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable S-Band Radar (03JUN2022): A foreign flagged bulk cargo vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (15JUN2022): A U.S. flagged Heavy-Lift ship was issued an inbound LOD for inoperable Rudder Angel Indicator. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (29JUN2022): A foreign flagged containership was issued an inbound LOD for inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01JUN2022): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to schedule a drydock examination. Case pends.

Operational Control (03JUN2022): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for invalid Certificate of Documentation. Vessel submitted appropriate paperwork and successfully obtained correct endorsements. Operational control cleared. Case closed.

Operational Control (04JUN2022): A U.S. flagged recreational vessel was issued a Captain of the Port (COTP) order for operating as a small passenger vessel, carrying more than 6 passengers, including at least one for hire. The vessel is required to immediately cease operations as a small passenger vessel until documentation is provided and the vessel is inspected by a U.S. Coast Guard inspector. Case pends.

Operational Control (07JUN2022): A foreign flagged Ro-Ro reported a loss of propulsion while transiting inbound to San Francisco and issued a Captain of the Port (COTP). The vessel was instructed to proceed to Anchorage 9 with a tug escort and make necessary repairs. Class and Coast Guard witnessed corrected deficiencies and the COTP order was lifted. Case closed.

Operational Control (09JUN2022): A foreign flagged chemical tank ship reported a loss of propulsion while transiting inbound to San Francisco and was issued a Captain of the Port (COTP) Order. The vessel was instructed to proceed to Anchorage 9 with a tug escort and make necessary repairs. Class and Coast Guard witnessed corrected deficiencies and the COTP order was lifted. Case closed.

Operational Control (11JUN2022): A foreign flagged containership reported a loss of propulsion while mooring in Oakland, CA and was issued an operational control (Code 60, prior to movement). The vessel was unable to immediately respond to an astern bell given by the pilot onboard. Vessel reported that main engine fuel rail pressure dropped, limiting maneuvering while mooring. A technician found that an end flange and lip seal for the intermediate fuel accumulator had corrosion damage. Class and Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (15JUN2022): A U.S. flagged inspected towing vessel was inspected at Pier 50 in San Francisco and issued an operational control (Code 60, prior to movement) for an inoperable bilge pump. Vessel replaced the inoperable bilge pump and Coast Guard witnessed corrected deficiencies. Operational control was cleared. Case closed.

Operational Control (16JUN2022): A U.S. flagged small passenger vessel was mooring in San Francisco and reported an allision with the pier. An operational control (Code 701, prior to carriage of passengers) was issued due to damage sustained to the hull. Repairs were made and Coast Guard witnessed corrected deficiencies. Operational Control was cleared. Case closed.

Operational Control (16JUN2022): A U.S. flagged small passenger vessel was transiting through Alameda Harbor and issued an operational control (Code 701, prior to the carriage of passengers) for an inoperable engine. Repairs were made and reports were sent to the Coast Guard. Case closed.

Operational Control (20JUN2022): A U.S. flagged inspected towing vessel was transiting outbound from Humboldt Bay, CA and was issued a Captain of the Port (COTP) Order due to a momentary grounding of the barge being towed on the Southern Jetty. The vessel was inspected and no damage was found on the barge. Case closed.

Operational Control (21JUN2022): A U.S. flagged small passenger vessel was inspected in Berkeley, CA and was issued an operational control (Code 705, limited to coastwise operations) for an expired hydrostatic release on EPIRB. Case pends.

Operational Control (23JUN2022): A U.S. flagged small passenger vessel reported that the Starboard main propulsion diesel engine raw water cooling pump was leaking, resulting in a high temperature. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). The starboard main engine raw water pump was replaced. Coast Guard witnessed satisfactory repairs and the operational control was cleared. Case closed.

Operational Control (29JUN2022): A foreign flagged containership was inspected in Oakland, CA and issued an operational control (Code 17, prior to departure) for an inoperable rescue boat. The rescue boat engine's fuel filter was clogged, one spark plug did not work, and the fuel hose was cracked and allowing air into the fuel system. The filter was cleaned and the inoperable parts were replaced. Class and Coast Guard witnessed corrected deficiencies. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (03JUN2022): IMD received notification that an inspected towing vessel discharged approx. 5 gal of diesel into the San Francisco Bay in Richmond, CA. IMD personnel investigated and found that the vessel was conducting fueling operations when a valve was left closed instead of open. The diesel leaked from the valve onto the deck and made it to the waterway. Boom and sorbent materials were immediately placed around the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Notice of Violation (20JUN2022): IMD received notification that a regulated waterfront facility discharged approx. 2 gal of diesel into the Carquinez Straits in the vicinity of Rodeo, CA. The facility immediately enacted their facility response plan and launched vessels to deploy boom. The discharge was determined to be due to corrosion on a pipe resulting in a slight drip of product. The facility is currently in the process of replacing the section of pipe. The source of pollution was secured with no further discharge. A NOFI and NOV were issued. Case Closed.

Letter of Warning (22JUN2022): IMD received notification that a recreational vessel discharged approx. 13 gal of diesel into the San Francisco Bay in Brisbane, CA. IMD personnel found that the owner intended to fill his water tank with water, but accidentally put the water hose into his fuel tank. By leaving the hose unattended 13 gal of diesel had overflowed through the vents into the waterway. The Harbormaster deployed sorbent boom and sorbent materials. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
June 2022			
PORT SAFETY CATEGORIES*	Jun-2022	Jun-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	2	3.08
Navigation Safety (3), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	3	6.81
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (0), Other (1), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	5	2.25
Radar (3), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.39
Significant Waterway events/Navigation related Cases:	0	0	0.03
Total Port Safety (PS) Cases opened	16	10	12.64
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2022	Jun-2021	**3yr Avg
U.S. Commercial Vessels	1	0	0.58
Foreign Freight Vessels	0	1	0.17
Public Vessels	0	0	0.64
Commercial Fishing Vessels	0	0	0.69
Recreational Vessels	1	6	5.81
Pollution Discharge Sources (Facilities)	Jun-2022	Jun-2021	**3yr Avg
Regulated Waterfront Facilities	1	0	0.19
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	2	2	2.11
Mystery Spills - Unknown Sources	3	5	4.47
Number of Pollution Incidents (By Spill Size)	Jun-2022	Jun-2021	**3yr Avg
Spills < 10 gallons	3	8	9.03
Spills 10 - 100 gallons	2	0	1.06
Spills 100 - 1000 gallons	0	1	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	5	4.22
Total Pollution Incidents	8	14	14.67
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2022	Jun-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	5.00	0.00	3.32
Estimated spill amount from Foreign Freight Vessels	0.00	1.00	0.47
Estimated spill amount from Public Vessels	0.00	0.00	7.00
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	29.39
Estimated spill amount from Recreational Vessels	13.00	6.00	84.18
Estimated spill amount from Regulated Waterfront Facilities	2.00	0.00	21.47
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	13.00	401.00	28.22
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	33.00	408.00	174.06
Penalty Actions	Jun-2022	Jun-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	1	0.75
Letters of Warning	2	8	5.00
Total Penalty Actions	3	9	5.86
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative e.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 14, 2022**

1. CORPS O&M DREDGING PROGRAM

The FY22 project schedules are included in this report. The FY22 Consolidated Appropriations Act was signed into law on March 15th providing funds to the Corps to execute this year's dredging program.

Planning for the FY22 dredging program has been completed and we are now transitioning to execution mode as all projects have achieved at least the bid opening stage.

FY 2022 DREDGING

- a. **Richmond Inner Harbor** – Bid opening for the dredging contract solicitation was held on May 13. The contract was awarded to Pacific Dredge on May 27. Dredging is estimated to start mid-July.
- b. **San Joaquin River (Port of Stockton)** – Bid opening for the dredging contract solicitation was held on May 31. The contract was awarded to Ross Island Sand & Gravel on June 10. The earliest dredging can begin is on August 1 when the environmental window opens.
- c. **Sacramento River Deep Water Ship Channel** – Bid opening for the dredging contract solicitation was held on June 6. The contract was awarded to The Dutra Group on June 21. The earliest dredging can begin is on August 1 when the environmental window opens.
- d. **Suisun Bay Channel (and New York Slough)** – Bid opening for the dredging contract solicitation was held on June 13. The contract was awarded to Camenzind Dutra JV on June 24. The earliest dredging can begin is on August 1 when the environmental window opens. However, dredging is estimated to start mid-August. On June 6, the U.S. Coast Guard notified the Corps of a hazardous shoal on the approach to the Union Pacific Railroad Bridge crossing in Bulls Head Reach of Suisun Bay Channel. The Essayons was transiting from the SF Main Ship Channel to Richmond Outer Harbor when the Corps diverted it to Bulls Head to remove the hazards. Dredging took place from June 15 to 16.
- e. **San Rafael Creek** – Bid opening for the dredging contract solicitation was held on June 23. The contract was awarded to Camenzind Dutra JV on July 7. Dredging is estimated to start mid to late August. Dredging will be performed in both the Inner Canal and Across-the-Flats reaches of the project. The project was last dredged in 2011.
- f. **Oakland Harbor** – Bid opening for the dredging contract solicitation was held on June 30. Contract award is tentatively scheduled for mid-July and dredging estimated to start late August. Half of the dredged material is planned for in-bay disposal while the other half will be beneficially reused at a site of the contractor's choosing.
- g. **Napa River** – Bid opening for the dredging contract solicitation was held on July 11. Contract award is tentatively scheduled for late July and dredging estimated to start early September. Dredging will be performed in the upper reaches only. The project was previously dredged in 2016.

- h. SF Main Ship Channel** – The Government Hopper Dredge Essayons arrived on station and began dredging at the Main Ship Channel on June 2. The Essayons completed work on Jun 14 and was diverted to Bulls Head Reach of the Suisun Bay Channel to conduct emergency dredging operations in that location.
- i. Richmond Outer Harbor (and Richmond Long Wharf)** – Following completion of the Main Ship Channel and emergency dredging at Bulls Head, the Essayons moved on to Richmond Outer Harbor and started dredging there on June 16 and finished on July 1.
- j. San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY23 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.
- k. Redwood City Harbor** – This project is currently on a 2-year cycle and dredging last occurred in FY21. An assessment was recently done comparing advance maintenance to annual dredging. The result of the analysis supports switching to annual dredging beginning in FY23.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: In early June, hydrosurveys revealed the presence of hazardous shoaling at Bulls Head Reach of Suisun Bay Channel. Emergency dredging procedures were activated leading to the diversion of the Essayons to remove the hazard as mentioned earlier.

3. DEBRIS REMOVAL –Debris removal for June was 2.5 tons. Dillard: 2.5 tons, including 1 abandoned vessel; Raccoon: 0 tons. Average debris removal for June from 2012 to 2021 is 61 tons (Range: 7-114.5).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2022	TONS	TONS	TONS	TONS
JAN	0	374	0	374
FEB	0	37	3	40
MAR	0	23	0	23
APR	0	21	0	21
MAY	0	7	0	7
JUN	0	2.5	0	2.5
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
467.5

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing - 50-foot Oakland Harbor Federal Navigation Project. The scope of the tentatively selected plan includes expansion of both inner and outer basins for a 1,310-foot design vessel. This expansion is expected to meet the needs of the future fleet. A NED waiver to continue with a Comprehensive Benefits Plan (CBP), which includes electric dredging, was submitted to the Assistant Secretary of the Army (ASA) by USACE Headquarters. The Final decision by the ASA to continue with the CBP is pending after their assessment of the public review comments.

The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. The Agency Decision Milestone (ADM) is scheduled for May 12th. The 3x3x3 feasibility study is on track and on budget. However, 3X3X3 compliance will need to be reassessed after public comments are received.

5. OTHER WORK

Regional Dredge Material Management Plan: Following public and stakeholders' outreach for the PMP, the project is now in phase 1 gap analysis to address the key issues as identified by the stakeholders from the virtual charrettes held in July 2020. SFEI has been contracted to perform this phase and is coordinating with the Interagency Working Group (IWG) to provide expert advice and review of work products associated with the RDMMP Gaps Analysis, including prioritizing the knowledge gaps identified by the project team and reviewing the scopes of work produced to address those knowledge gaps. Information on the RDMMP and draft final PMP can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>

USACE Work Plan Web Address: <http://www.usace.army.mil/Missions/Civil-Works/Budget/>

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

The following surveys are posted:

Alameda Naval Navigation Channel: Condition survey of October 14, 2021.
Berkeley Marina (Entrance Channel): Condition survey of April 22, 2021.
Islais Creek Channel: Condition survey of August 26, 2021.
Larkspur Ferry Channel: Condition survey of April 8, 2020.
Mare Island Strait: Condition survey of September 29, 2021.
Marinship Channel (Richardson Bay): Condition survey of June 23, 2020 and April 20, 2021.
Napa River: Condition survey of June 14-15, 2022.
Northship Channel: Condition survey of September 20, 21, & 28, 2021.
Oakland Inner Harbor: Condition survey of May 11, 2022.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of May 12, 2022.
Petaluma River (Across-the-Flats): Condition survey of 16 November 2021 – 29 March 2022.
Petaluma River (Main Channel): Condition survey of 16 November 2021 – 29 March 2022.
Petaluma River (Extended Channel): Condition survey of 16 November 2021 – 29 March 2022.
Pinole Shoal Channel: Condition survey of April 27, May 4, and May 10, 2022.
Redwood City Harbor: Condition survey of March 15-16, 2022.
Richmond Inner Harbor: Condition survey of June 8-10, 2022.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of June 8, 2022.

Richmond Outer Harbor (Southampton Shoal): Condition survey of June 8, 2022.
Sacramento River Deep Water Ship Channel: Condition Survey of April 20-28, 2022.
San Bruno Shoal: Condition survey of February 26, 2021.
San Francisco Main Ship Channel: After dredge survey of June 22-23, 2022.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of April 12-13, 2022.
San Rafael (Creek): Condition survey of April 12-13, 2022.
Stockton Ship Channel: Condition survey of April 1-4, 2022.
Suisun Bay Channel: Condition survey of May 15-17, 2022.
Suisun Bay Channel (Bullshead Reach): After dredge survey of June 16, 2022.
Suisun Bay Channel (New York Slough): Condition survey of April 1-4, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 24, 2022.
SF-09 (Carquinez): Condition survey of March 17, 2022.
SF-10 (San Pablo Bay): Condition survey of March 17, 2022.
SF-11 (Alcatraz Island): Condition survey of June 10, 2022.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 20, 2021.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 24, 2022.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **11 JUL 2022**. The CCR is generated by the USACE eHydro database and is not a substitute for the controlling depths set by the SF Bar Pilots. Please see the respective bathymetric plots for locations (highlighted in red) of the shoaliest soundings reports in the CCR.

FY 2022 O&M DREDGING PLAN*

Project	Bid Open	Award	FY2022					FY2023					Estimated CY	Dredge Type	Placement Site							
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV				DEC	JAN	FEB				
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																						
Richmond Inner Harbor	13-May (A)	27-May (A)			■	◆	■	▨							410kcy	Contract Clam Shell	SF-DODS					
San Joaquin River (Port of Stockton)	31-May (A)	10-Jun (A)			■	◆	■	▨							180kcy	Contract Pipeline	Various Upland					
Sacramento River (30 Foot Project)	6-Jun (A)	21-Jun (A)			■	◆	■	▨							80kcy	Contract Pipeline	Various Upland					
Suisun Bay Channel	13-Jun (A)	24-Jun (A)			■	◆	■	▨							120kcy	Contract Clam Shell	Upland					
San Rafael Creek	23-Jun (A)	7-Jul (A)			■	◆	■	▨							235kcy 25kcy	Contract Clam Shell	SF-10 SF-DODS					
Oakland Harbor	30-Jun (A)	14-Jul (S)			■	◆	■	▨							375kcy 375kcy	Contract Clam Shell	SF-11 Upland					
Napa River	11-Jul (A)	25-Jul (S)			■	◆	■	▨							55kcy	Contract Clam Shell	Coombs					
WEST COAST HOPPER CONTRACT																						
Humboldt Bar & Entrance Channels	9-Mar (A)	28-Mar (A)	■	◆			■	WCH								1100kcy	WCHC (Portland)	HOODS				
GOVERNMENT HOPPER																						
Humboldt Interior Channels	N/A	N/A										■	YAQ (TBD)			150kcy	Govt Hopper	HOODS				
SF Main Ship Channel	N/A	N/A					■	ESS								350kcy	Govt Hopper	OBDS/SF-8				
Bulls Head Emergency Dredging	N/A	N/A					■	ESS								15kcy	Govt Hopper	SF-16				
Richmond Outer Harbor	N/A	N/A					■	ESS								300kcy	Govt Hopper	SF-11/SF-10				
			■	◆	▨	■	■	WCH	YAQ	ESS	■	■	■	■	■							
			Solicitation		Bid Opening		Contract Award		Hopper Dredging		WCH West Coast Hopper Contract		YAQ Gov't Dredge Yaquina		ESS Gov't Dredge Essayons		Environmental Window		Mobilization		Physical Dredging	

* Program execution is based on the FY22 President's Budget and Work Plan.

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests				From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102				
RIVER/HARBOR NAME AND STATE NAPA RIVER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Mare Island Strait Causeway to Asylum Slough	06-14-2022	75 245	3.19	15	4.8	9.0	9.0	7.3
Napa River Asylum Slough to Napa City	06-14-2022	102 183	9.92	10	0.5	1.6	1.2	0.6

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OAKLAND HARBOR CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	05-11-2022	544 1997	4.62	50	47.2	48.5	48.5	47.4
Oakland Harbor Oakland Outer Channel	05-12-2022	296 1761	2.52	50	48.3	48.9	48.9	48.5

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	10-28-2021	500	5.66	30	28.7	30.2	31.1	29.5
Richardson Bay/Marinship Richardson Bay/Marinship	06-23-2020	300 1069	2.11	20	4.6	6.0	6.4	6.4
Islais Creek Islais Creek	08-27-2021	500 1424	1.71	40	30.7	37.5	37.5	23.9
Alameda Naval Air Alameda Naval Air	10-14-2021	1000 4178	2.90	37	11.5	12.5	19.0	17.2
Mare Island Strait Mare Island Strait	09-29-2021	400 606	3.37	30	27.3	29.1	31.8	32.1
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	09-20-2021	3576 4769	5.97	45	23.1	38.2	37.8	35.2
Berkeley Marina Berkeley Marina	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	09-24-2021	100 400	3.46	12	3.4	10.0	10.5	7.9
Moss Landing Moss Landing	03-31-2021	120 405	0.98	6	13.2	12.3	11.1	10.9

REPORT OF CHANNEL CONDITIONS
 400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE PETALUMA RIVER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Petaluma River Main Channel	03-29-2022	100 361	4.06	8	4.2	7.3	5.2	1.6
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE PINOLE SHOAL CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Pinole Shoal Channel Pinole Shoal Channel	04-27-2022	600 1644	10.40	35	30.1	35.3	36.1	33.3

**REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER**

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE RICHMOND HARBOR CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Richmond Inner Harbor Entrance Channel	06-08-2022	809 1021	0.96	38	35.1	36.0	36.4	35.8
Richmond Inner Harbor Approach Channel	06-08-2022	809 1201	3.09	38	33.6	34.9	35.7	34.3
Richmond Inner Harbor Santa Fe Channel	02-26-2019	195 509	0.37	38	33.7	35.4	36.4	36.0
Richmond Outer Harbor Richmond Outer Harbor	06-08-2022	600 1291	3.25	45	40.8	44.2	43.9	42.4
Richmond Outer Harbor Longwharf Turning Basin	06-06-2022	2188 5598	0.88	45	26.3	No Data	No Data	No Data

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN FRANCISCO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Francisco Mainship San Francisco Mainship	06-22-2022	2000	4.96	55	51.5	54.9	55.2	53.9

**REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER**

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN RAFAEL CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Rafael ATF Across the Flats	04-12-2022	100	2.25	8	2.8	3.9	3.3	2.6
San Rafael River Inner Canal Channel	04-12-2022	60 160	1.55	6	1.4	1.6	1.0	0.8

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN BAY CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	05-17-2022	300	2.84	35	35.0	33.9	32.3	32.3
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	05-17-2022	300	11.10	35	33.7	33.7	33.5	29.4
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	05-17-2022	400	0.90	35	34.3	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	04-01-2022	400 411	4.42	35	33.5	33.7	35.2	34.9



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

July 14, 2022

- ✎ In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In June the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR in 2022 regarding possible escort violations. The clearinghouse did not contact OSPR in 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In June there were 76 tank vessel arrivals; 15 ATBs, 4 Chemical Tankers, 14 Chemical/Oil Tankers, 14 Crude Oil Tankers, 20 Product Tankers, and 9 Tugs with Barges.
- ✎ In June there were 202 total vessel arrivals.

San Francisco Bay Clearinghouse Report For June 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>		
Tanker arrivals to San Francisco Bay	52		62		
ATB arrivals	15		11		
Barge arrivals to San Francisco Bay	9		12		
Total Tanker and Barge Arrivals	76		85		
Tank ship movements & escorted barge movements	260		290		
Tank ship movements	161	61.92%	158	54.48%	
Escorted tank ship movements	135	51.92%	130	44.83%	
Unescorted tank ship movements	26	10.00%	28	9.66%	
Tank barge movements	99	38.08%	132	45.52%	
Escorted tank barge movements	13	5.00%	27	9.31%	
Unescorted tank barge movements	86	33.08%	105	36.21%	

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	152		249		0		103		504	
Unescorted movements	49	32.24%	107	42.97%	0	0.00%	43	41.75%	199	39.48%
Tank ships	36	23.68%	81	32.53%	0	0.00%	37	35.92%	154	30.56%
Tank barges	13	8.55%	26	10.44%	0	0.00%	6	5.83%	45	8.93%
Escorted movements	103	67.76%	142	57.03%	0	0.00%	60	58.25%	305	60.52%
Tank ships	98	64.47%	130	52.21%	0	0.00%	57	55.34%	285	56.55%
Tank barges	5	3.29%	12	4.82%	0	0.00%	3	2.91%	20	3.97%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	351		694	
ATB arrivals	83		193	
Barge arrivals to San Francisco Bay	56		148	
Total Tanker and Barge Arrivals	490		1,035	
Tank ship movements & escorted barge movements	1,624		3,431	
Tank ship movements	942	58.00%	1,959	57.10%
Escorted tank ship movements	767	47.23%	1,513	44.10%
Unescorted tank ship movements	175	10.78%	446	13.00%
Tank barge movements	682	42.00%	1,472	42.90%
Escorted tank barge movements	88	5.42%	246	7.17%
Unescorted tank barge movements	594	36.58%	1,226	35.73%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	992		1,584		0		667		3,243	
Unescorted movements	402	40.52%	753	47.54%	0	0.00%	282	42.28%	1,437	44.31%
Tank ships	320	32.26%	580	36.62%	0	0.00%	254	38.08%	1,154	35.58%
Tank barges	82	8.27%	173	10.92%	0	0.00%	28	4.20%	283	8.73%
Escorted movements	590	59.48%	831	52.46%	0	0.00%	385	57.72%	1,806	55.69%
Tank ships	558	56.25%	752	47.47%	0	0.00%	352	52.77%	1,662	51.25%
Tank barges	32	3.23%	79	4.99%	0	0.00%	33	4.95%	144	4.44%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

NOAA report to the San Francisco Bay Harbor Safety Committee

July 2022

Transitioning to Electronic Navigational Charts (ENC)

The phase out of raster nautical chart products continues. The Local Notice to Mariners will list all charts that have been added to the “LAST EDITION” status, meaning in 6 months, that chart product will disappear. For example, Chart 18651 (Southern San Francisco Bay, including Redwood City), Chart 18657 (Carquinez Strait) and Chart 18645 (Gulf of the Farallones; Southeast Farallon) are currently in “LAST EDITION” status. The charts will be canceled on October 5, 2022.

A list of all charts in “LAST EDITION” status can be found here:

<https://charts.noaa.gov/MCD/DoleLastEdByChart.shtml>

Coast Survey continues to improve the tools that convert Electronic Navigational Chart (ENC) data to raster formats. The Custom Chart Tool can be found here:

<https://devgis.charttools.noaa.gov/pod/>

If you want to see what data has been applied to the ENC on a weekly basis, you can use our Weekly Chart Update web service here: https://distribution.charts.noaa.gov/weekly_updates/

NOAA Marine Debris Program

The NOAA Marine Debris Program has a [new Bipartisan Infrastructure Law Grant Opportunity for Marine Debris Removal](#) for non-federal entities.

Up to \$56 million may be awarded for multi-year projects that remove marine debris. This competition focuses on two priorities: removing large marine debris and using proven interception technologies to capture marine debris.

The first priority will support partnerships for the development of large scale and high-value marine debris removal programs. These programs should focus on large marine debris, including abandoned and derelict vessels, derelict fishing gear, and other debris that is generally unable to be collected by hand. The second priority of this competition focuses on implementation of proven marine debris interception technologies in coastal riverine, shoreline, estuarine, and urban environments where trash, plastics, and other persistent, reaccumulating macro-debris can be captured and removed.

These two priorities will be reviewed as separate, parallel tracks under this funding opportunity, and they have different application requirements. NOAA expects to fund a small number of awards, depending on the merit of submitted proposals.

Proposals are due on Grants.gov on September 30, 2022, 11:59 p.m. Eastern Time and an applicant webinar will be hosted on July 14, 2022, 1:00 p.m. Pacific Time. Access the webinar through Adobe Connect at <https://noaaorr.adobeconnect.com/mdp-applicant-webinar/> or by phone at +1 (855) 656-7559, conference room number: 855 656 7559. Advance registration is not required.

NOAA will select projects through a rigorous and highly competitive merit review process. For more information on grant opportunities, please visit [Grants.gov](https://www.grants.gov) and the NOAA Marine Debris Program's [website](#).

National Weather Service

Nothing exciting to report from NWS. Aside from some stray hot days expected later this month, the deep marine layer looks to hold on into August.

END OF REPORT

Submitted by

Jeffrey Ferguson

California Navigation Manager

NOAA's Office of Coast Survey

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CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JUNE COMPARISON

VESSEL TRANSFERS

	<u>Total Transfers</u>	<u>Total Vessels Monitored</u>	<u>Total Transfers Percentage</u>
JUNE 1 - 30, 2021	165	67	40.61
JUNE 1 - 30, 2022	162	64	39.51

CRUDE OIL / PRODUCT TOTALS

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Overall Product (D)</u>	<u>Overall Product (L)</u>	<u>GRAND TOTAL</u>
JUNE 1 - 30, 2021	10,964,200	0	18,785,415	5,815,416	24,600,831
JUNE 1 - 30, 2022	8,121,225	0	16,417,063	3,342,913	19,759,976

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JUNE 1 - 30, 2021	0	0	0	0
JUNE 1 - 30, 2022	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
28%	325	90	79	-11

Disclaimer: Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

By: MRA



AERAS: A Breath of Fresh Air for Port Communities

State-of-the-Art Emission Control Engineering



AERAS Technologies Overview
July 2022

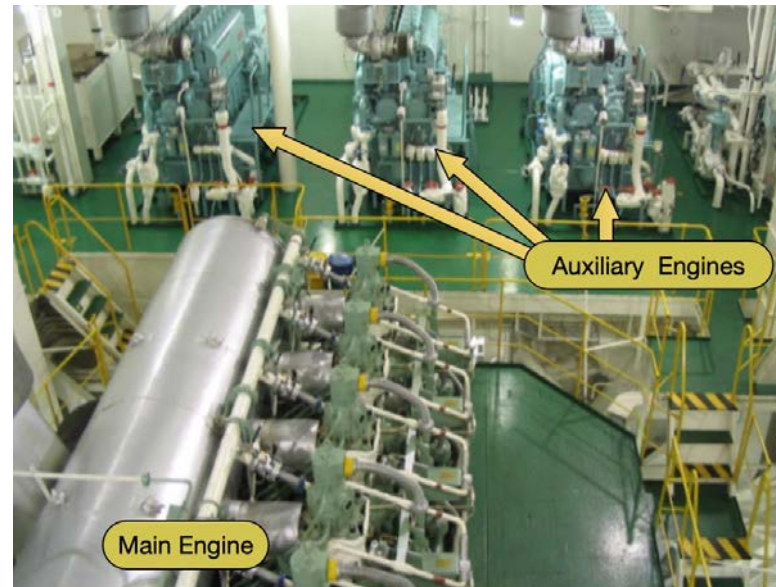
OGVs “At Berth” are Key Source of Airborne Pollutants

OGV Emission Sources:

- Auxiliary Diesel Engines
- Ship-board Boilers

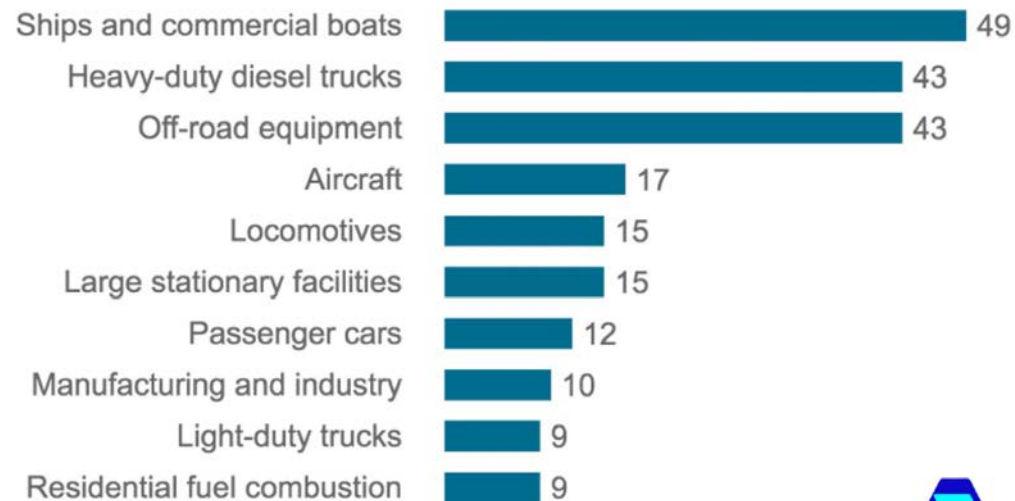
Primary OGV Emissions:

- Particulate Matter (PM)
- Nitrogen Oxides (NOx)
- Sulfur Oxides (SOx)



Projected top 10 smog sources in Southern California

Tons per day of nitrogen oxides in 2023



Source: South Coast Air Quality Management District

CARB Rules Address “At Berth” Air Pollution

Vessels At Berth Must Either:

A. Be Configured to Accept Shore Power and Use Terminals that Provide Shore Power; OR

B. Use a CARB-Approved Emission Control System



Implementation

Current:



2025:



AERAS: Emission Control Without Vessel Modification



Self-Contained \ Flexible Mooring Location

How it Works



- AERAS barge meets the customer vessel as it enters berth
- AERAS ductwork system attaches to ship's stack
- AERAS system draws emissions from ship and processes them.
- AERAS system remains “on station” until vessel departs berth
- Barge mounting allows flexibility and maximizes use of system

The AERAS system contains proven technologies that address the key sources of air pollution released by OGVs

Contaminants Removed:
Diesel particulates
Nitrogen Oxides (NOx)
Reactive Organic Gases (ROGs,
aka VOCs)

The AERAS-1 System is Nearing Completion



Contact Us



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